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1.45 p.m. to 2.15 p.m. Every 10 minutes.

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W. H. CLARKE,
Secretary.

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Hongkong, 4th September, 1907.

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L'Institutrice de Province, Frapie.

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7.30 a.m. to 8.00 a.m. 8.00 a.m. to 8.30 a.m.

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1.00 p.m. to 2.00 p.m. 2.00 p.m. to 3.00 p.m.

3.00 p.m. to 4.00 p.m. 4.00 p.m. to 5.00 p.m.

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THE HONGKONG DISPENSARY,

Hongkong, 2nd September, 1907.

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Only communications relating to the news column
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Correspondents must forward their names and addresses
with communications, addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
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The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1907.

THAT he ought to be tarred and feathered was the startling remark of a Hongkong citizen on being informed that Mr. KEIR HARDIE was nearly due at Hongkong. And when another man said this vicious comment recalled a certain er, of "crucify him," the original speaker pretended to be shocked at the implied comparison. Though KEIR HARDIE's opinions are as unconventional as his clothes, and his cranky theories seem so much waste of breath to practical politicians, content to make the best of things that cannot be changed, because fundamental, no one has had the temerity openly to suggest that he is not an honest man. He is not a self-seeker, and charges of venality or insincerity, if seriously levelled against him, would soon be refuted. He is a bit of a nuisance, a good deal wrapped in foolish dreams, but that, after all, is not a rare character in human history. An unprejudiced debater would probably decide that KEIR HARDIE's philosophy is too Christian for Christendom; or, if we dared to be frank, we should boldly affirm what we more than suspect, that it is an uneasy conscience, convicting us of hubris, that makes us dislike and fear him and his like so much. As a socialist he is where the persons are, fighting a losing fight, or like Sisyphus, pushing uphill a big boulder, that will not stay where it is pushed to, because it is "against nature" for it not to roll back again when the gravity opposing pressure

relaxes. So with other matters. It is unnatural to "turn the other cheek," when we know the smiter will thereby merely be encouraged to further aggression; it is unpalatable to be told about the folly of piling up earthly treasures, when we are busy making our fortunes; and we really, pursuing our way up the same hill, wish that fussy Sisyphus would take himself and his boulder away. KEIR HARDIE keeps on pushing, however, and if only out of

pity for the vanity of his self-sacrifice, we should avoid that cry of "crucify him." When he lands at Hongkong, those who talk of tar and feathers so glibly are better keep in the background. In addition to being a Christian Socialist, KEIR HARDIE is also a pillar of the Independent Labour Party. The two things hang together, of course, but while the Socialists are concerned mainly with theories and ideals, the Labour champions have begun to handle practical details. Mischief is to be more immediately apprehended from them. Fortunately for those who do not appreciate the upsetting mania and iconoclasm of such people—it is a sort of universal spring cleaning they aim at, rippling everything out and shoving it back again, the effect merely being that the dirt changes places—there are forces, inevitable in human nature, that prevent the cohesion that would achieve success and a generally disconcerting upset. The greatest enemy of such friends of the British Workman is that horny-handed humbug himself, as many men, genuinely endeavouring to help him, have discovered to their cost. If KEIR HARDIE has not been so much of a Christian, we feel sure his experiences would have tempted him to re-echo the plaint of the Corn Law Rhymer, who wrote "Curse the people, blist the people, damn the lower orders." But he hasn't, and his manful persistence, his manly independence, and his general ability, compel reluctant admiration. His eccentricity in the matter of dress is his best achievement, for while men generally have academically admitted that clothes do not matter, it is very few of them who dare defy convention, and in their wardrobes show the courage of their convictions. Such bravery is surely needed in our national makeup, and ought to be fostered. So also, unless we want to copy the Chinese, ought "Qaser" HARDIE's contemptuous handling of tradition and "old custom." There we are in a state of slavery, and as an abolitionist our imminent visitor earns a cheer or two. His views of imperial matters are hopeless, and his attitude, and the attitude of his like, towards Utopia of nicely behaving men and women, always reminds us of that deeply moral picture by PAUL MAX of the boy with the toothache, weeping on the sands of Margate as his father drags him along determinedly. "I've brought you down here to enjoy yourself, and I intend to make you enjoy yourself," said in effect that coster sire; and KEIR HARDIE seems equally determined to make the lion and the lamb everywhere kiss each other. When he gets to India he will probably see and

learn things that will make him wiser, but there are none so blind as them that will not see, and if he be that sort, his visit will mean harm instead of good. But in all probability the patent complexity of the Indian problem will strike him, and cure him of some of the dogmatic notions that characterise those "who only England know."

The 225th plague case was notified yesterday; it was a Chinese who died on the s.s. Tai Shang.

The body of an Indian named Chhino was found floating in the harbour early on Tuesday morning. He has been identified as a follower of the 119th Infantry, who was reported missing on Tuesday.

The American Consulate General received the following typhoon warning by telegraph from the Manila Observatory at 2.15 p.m. yesterday:—

12.15 p.m. September 4th, 1907. Typhoon, probably about E.N.E. of Manila between 17 and 20 lat.

Clyde shipbuilding returns for July show a remarkable increase in the tonnage placed in the water, the vessels launched aggregating 63,000 tons against 30,000 tons last year. The output is a record for July, and raises the total for the seven months to a record of 371,000 tons.

Senior Hintze Ribeiro, who died at Lisbon on August 1st, was a big man in Portuguese politics. He was Conservative Premier last year. He was born in the Azores fifty years ago, and trained to the law. His first important public appointment was as Minister of Public Works. He was a staunch monarchist.

The death took place on Tuesday night at the

Government Civil Hospital of Mr. E. E. Pittar

Erskine, a member of the staff of the Hongkong Telegraph. Deceased, who had been in the East for over 25 years, had had a most varied career, having served in all sorts of capacities on land and sea. The funeral took place yesterday afternoon at Happy Valley.

TELEGRAMS.

REUTER'S SERVICE.

RAILWAY COLLISION IN
SCOTLAND.

LONDON, September 2nd. Twenty passengers have been injured in a railway collision at Boness.

THE ANGLO-RUSSIAN AGREEMENT.

LONDON, September 2nd.

The powers welcome the Anglo-Russian agreement as a further security for the peace of the world, though it in no wise implies an entente like the Anglo-French agreement.

The correspondent of the Standard in St. Petersburg says the former spheres of activity in Persia are abolished, Russia making concessions whereby Northern Persia is opened to British commercial enterprise, and Britain making similar concessions in the South.

THE DOCKERS' STRIKE IN
ANTWERP.

LONDON, September 2nd.

The strike of the dockers in Antwerp, which has been proceeding for many weeks, is disorganising the shipping, and serious disturbances and much damage to property have occurred. Many English strike-breakers have been injured.

BILLIARDS.

LONDON, September 2nd.

At a special meeting of the Billiard Association the anchor stroke has been abolished.

JAPAN AND THE WESTERN
POWERS.

VIEWS OF ADMIRAL IJUIN.

The Journal publishes to-day an account of an interesting conversation which M. Endovic Neudeau had on July 30th with Admiral Ijumin at Hestrecht before the departure of the Japanese squadron. The Admiral, who expressed the delight of the Japanese navy that an entente confédérée had brought France and Japan closer together, said:—

"We have constructed a great edifice, but we are well aware that there are many things that we still lack. We are inferior in certain points to the nations of Europe, and we are quite alive to the fact. We know that the important thing for us now is to develop the industrial and commercial resources of Japan, and we think the Franco-Japanese entente is bound to help us to secure this result."

"I was particularly impressed the other day

in the United States by the astounding development of industry. It is really incomparable."

During our visit there we had the honour to be

received by the President of the Republic and by the Minister. It is always with gratitude

that we recall how America for the last 50 years

has led us by the hand in the path of progress.

Certain local differences that have occurred in California or elsewhere cannot possibly entail a serious unfriendliness between two great nations."

Admiral Ijumin instances as a highly significant

indication of Japanese public opinion the silence of the Japanese Press with reference to the

incident of San Francisco. In fact, the

Admiral pooh-poohed the idea of Japan's

beginning a war against a financial colossus like

the United States, who might go on building

battleships ad infinitum.

M. Neudeau turned the conversation upon the

question of Japanese ambition as regards Indo-

China. The Admiral pointed out that his compatriots have an instinctive repugnance for

colonization in very hot countries. Even his own

southern islands, he said, were scarcely settled,

and the Philippines never seriously attracted

Japan owing to the climate. Indo-China he

longed to the same category.

As to relations between Japan and Russia,

Admiral Ijumin assured M. Neudeau that they

were far better than they were before the war.

The Russians were well disposed towards the

Japanese. Admiral Ijumin then made a very

characteristic remark:—"We like to be

criticized. It does us an infinite amount of good.

Before the late-war Russia was always

criticising us. Well, it finally turned out to

our advantage. Yes, criticism helps us along."

STEAMER AGROUND.

The P. & O. steamer *Pera* grounded yesterday afternoon about one o'clock on a mudbank off Kowloon Point. She had just arrived from Singapore and was proceeding to the wharf to discharge cargo when the mishap occurred. The falling tide militated against the efforts to release the ship but after waiting a few hours she was able to move off, fortunately without having received any damage.

RELIGIOUS MANIA.

WEIRD DEMAN EPIDEMIC

An extraordinary epidemic of religious mania began a few weeks ago at Cassel, and is rapidly spreading into the surrounding country.

It started with a series of revivalist services,

which have been held daily in what is known

as the Blue House, in the town named, and

at which two Swedish women, who are

credited with unusual spiritual endowments,

have played the leading part. The meetings

have steadily increased in fervor, and at present scenes of an almost indescribable nature

take place every evening in the hall.

Members of the congregation start suddenly to their

feet, and flinging themselves about in extravagant gestures, uttering inarticulate utterances,

which are rapidly hailed as inspired messages.

Shrieks and groans fill the air, and men

and women are seen on every side rolling about

on the floor in imaginary wrestlings with the

evil one. Some fall unconscious, exhausted by

their struggles, while others, thinking they

have prevailed, jump up and seizing one of their

fellows who is in a similar condition of ecstasy,

rapturously embrace him or swing him off in a wild dance of triumph. Incoherent confessions are delivered to the accompaniment of loud, hand-clapping and shouts of "Bravo!"

Women tear off their hats and pull their cuffs

open to symbolise their renunciation of the

vanities of the world. Voices of a nature

which it would seem profanity to describe are

seen every evening, and their recitation is

listened to with manifestations of delight which are generally not witnessed outside a lunatic asylum.

These orgies go on regularly till long past midnight.

The peasantry of the neighbourhood at first

looked in thousands to Cassel to behold the

wonders of which they had heard, and to share the new spiritual experiences, but

now similar meetings are being held in villages

in the vicinity of the town. Apparently

nothing can be done to prevent these

excesses, and the fire will have to burn itself out,

as is always the case in such circumstances,

</div

POLICE COURT.

Wednesday, September 4th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

SKELETON KEYS.

Instead of returning to his country residence as he told the police he intended, Chan Lam was yesterday sent to prison for six weeks and ordered to be exposed in the stocks for six hours. His suspicious movements at Station Street, Yaumati, on Tuesday night attracted the attention of the Police. Chan was detained and searched, and on his person were found ten skeleton keys. When placed before his Worship on a charge of having them in his possession, he said they were the keys of his country residence to which he was returning. His Worship did not believe him and passed sentence as stated.

STOWAWAYS TO VANCOUVER.

The case was continued in which fourteen Chinese were charged with stowing away on the Canadian Pacific steamer *Tartar*, and five Chinese members of the crew with aiding and abetting them.

Mr. H. G. C. Bailey (of Messrs. Johnson, Stockes and Master) prosecuted on behalf of the Canadian Pacific Railway Co., Mr. E. Davidson (of Messrs. Hastings and Hastings), appeared for six of the stowaways, Mr. R. A. Hardie for three of the stowaways; Mr. Goldring (of Messrs. Goldring and Barlow), for one, Mr. H. K. Holmes appeared for two of the crew, and Mr. O. D. Thomson for one, the head firman.

His Worship said he would hear the charge against the six stowaways who pleaded not guilty, and Mr. Thomson was permitted to withdraw the plea of guilty on behalf of his client, and plead not guilty. This case was heard in conjunction with the other.

Chief Officer Davis said he made a search with the Customs officers at Vancouver and found fourteen stowaways, the seven defendants being among them. They were concealed in different parts of the ship, and were not on board with the consent of the owner, agent, master or other person in charge.

Mr. Davidson said his clients were charged under section 3 of Ordinance 5 of 1907 with obtaining a passage from Yokohama without the consent of the owner agent master or other person.

His Worship—They are not charged with that.

Mr. Davidson—I don't know what else they are charged with.

Mr. Thompson—They are charged with being found on board the ship without the consent of the owner, agent, master or other person in charge.

Mr. Davidson—And with having obtained a passage. I submit that a person arriving in the Colony on board any ship cannot be charged with intent to obtain a passage when they have already obtained it.

His Worship—I can get over that easily by section 22 of the Magistrates' Ordinance. I can commit them on the evidence.

Mr. Davidson—There was no intent to obtain a passage. There could be no intent when they had already concluded the voyage.

His Worship—You mean that a man found on board after a ship has dropped anchor cannot be convicted.

Mr. Davidson—Yes.

His Worship—I am certain that was not the intention of the Legislature.

Mr. Davidson—If the meaning of these words is not limited to a voyage terminating in Hongkong.

His Worship—I am against you on that.

Mr. Davidson—You don't agree with me that the words must mean a voyage terminating in Hongkong.

His Worship—No, no.

Mr. Davidson—Will your Worship say the words cannot bear that meaning?

His Worship—You say the ship could not take them back.

Mr. Davidson—I don't make any statement of the sort. I merely say that the Ordinance does not cover this case.

His Worship—I must construe the Ordinance as I find it.

Mr. Davidson—if your Worship does not think these words refer only to a voyage terminating in Hongkong, then I submit that the words can bear that meaning. That being so, there is an ambiguity which my clients are entitled to have decided in their favour. In either case I submit they should be discharged.

His Worship—You are not raising the point that the offence was committed in Yokohama.

Mr. Davidson—No.

Mr. Thompson submitted that the Ordinance was intended to apply to two cases, and to two cases only. They were where stowaways were found aboard a ship before she sailed, and where stowaways were found aboard a ship on arrival in this Colony from some other port. It did not apply to a case where they were not found until they reached their destination.

His Worship—Assuming that the words "with intent" were omitted, could I convict?

Mr. Thompson—Your Worship would have to alter the wording of the clause entirely. If you leave out the words "with intent" the clause is not grammatical. Whatever the intention of the Legislature may have been is not expressed in definite words.

Mr. Bailey submitted that his Worship had the fullest power to deal with the case against stowaways. With regard to the point raised by Mr. Davidson about the voyage being incomplete, he submitted that until a passenger was landed the voyage was not completed. These men were found on board as stowaways without having obtained a passage, so that the intention was still there, having regard to the fact that the voyage was not completed. If his Worship referred to the heading of the Ordinance he could find that it was an Ordinance

to provide for the more effectual prevention of frauds, and was specially passed in order to provide for cases of this sort, the old Ordinance 3 of 1907, not having sufficient powers. He submitted that it would be a monstrous thing for stowaways like this to get scot-free, and that that was not the intention of the Legislature.

His Worship said he would give his ruling on Saturday.

The case against the four sailors and abettors was then proceeded with.

Si Fong, the next witness called, said he was a farmer from Chingchow village in the Chingchow district. He came to Hongkong to look for work, and shortly after his arrival met the first defendant, who asked witness to go abroad. Witness was taken aboard ship, and paid \$50 to one of the crew. The arrangement arrived at was that his claimants should pay \$500 on his landing at Vancouver. When he went on board he was taken down the hold in the forepart of the ship.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

A SHIPBOARD LARCENY.

A deportee from Singapore, Yau Tak, was charged with stealing from a passenger by the a.s. *Gregory*. A pillar box containing jewellery and other valuables said to be worth \$36.50. After hearing the evidence his Worship found defendant guilty and sentenced him to six weeks' hard labour and four hours' stocks.

COUNTERFEIT COINS.

Just before a cigarette dealer closed his stall, at Station Street, Yaumati, on Tuesday night, a native named Shui Tsu-chun approached, tendered a Hongkong dollar and asked for a ten cent packet of cigarettes. The cigarettes were handed over and Shui was offered 90 cent charge. This he refused to accept, stating that he wanted a commission.

The cigarette vendor said he was not in the habit of giving this, and if the purchase was not satisfied he could return the cigarettes and the change and get his dollar back. Shui did this, but instead of returning the change he received he paid back three spurious twenty cent pieces. The stallholder refused to accept these, and took the defendant to the Police Station. There he was searched, and the three good twenty cent pieces were found. After his Worship heard the evidence he sentenced the defendant to three weeks' imprisonment and four hours' stocks.

His Worship—They are not charged with that.

Mr. Davidson—I don't know what else they are charged with.

Mr. Thompson—They are charged with being found on board the ship without the consent of the owner, agent, master or other person in charge.

Mr. Davidson said he made a search with the Customs officers at Vancouver and found fourteen stowaways, the seven defendants being among them. They were concealed in different parts of the ship, and were not on board with the consent of the owner, agent, master or other person in charge.

Mr. Davidson said his clients were charged under section 3 of Ordinance 5 of 1907 with obtaining a passage from Yokohama without the consent of the owner agent master or other person.

His Worship—They are not charged with that.

Mr. Davidson—I don't know what else they are charged with.

Mr. Thompson—They are charged with being found on board the ship without the consent of the owner, agent, master or other person in charge.

Mr. Davidson—And with having obtained a passage. I submit that a person arriving in the Colony on board any ship cannot be charged with intent to obtain a passage when they have already obtained it.

His Worship—I can get over that easily by section 22 of the Magistrates' Ordinance. I can commit them on the evidence.

Mr. Davidson—There was no intent to obtain a passage. There could be no intent when they had already concluded the voyage.

His Worship—You mean that a man found on board after a ship has dropped anchor cannot be convicted.

Mr. Davidson—Yes.

His Worship—I am certain that was not the intention of the Legislature.

Mr. Davidson—If the meaning of these words is not limited to a voyage terminating in Hongkong.

His Worship—I am against you on that.

Mr. Davidson—You don't agree with me that the words must mean a voyage terminating in Hongkong.

His Worship—No, no.

Mr. Davidson—Will your Worship say the words cannot bear that meaning?

His Worship—You say the ship could not take them back.

Mr. Davidson—I don't make any statement of the sort. I merely say that the Ordinance does not cover this case.

His Worship—I must construe the Ordinance as I find it.

Mr. Davidson—if your Worship does not think these words refer only to a voyage terminating in Hongkong, then I submit that the words can bear that meaning. That being so, there is an ambiguity which my clients are entitled to have decided in their favour. In either case I submit they should be discharged.

His Worship—You are not raising the point that the offence was committed in Yokohama.

Mr. Davidson—No.

Mr. Thompson submitted that the Ordinance was intended to apply to two cases, and to two cases only. They were where stowaways were found aboard a ship before she sailed, and where stowaways were found aboard a ship on arrival in this Colony from some other port. It did not apply to a case where they were not found until they reached their destination.

His Worship—Assuming that the words "with intent" were omitted, could I convict?

Mr. Thompson—Your Worship would have to alter the wording of the clause entirely. If you leave out the words "with intent" the clause is not grammatical. Whatever the intention of the Legislature may have been is not expressed in definite words.

Mr. Bailey submitted that his Worship had the fullest power to deal with the case against stowaways. With regard to the point raised by Mr. Davidson about the voyage being incomplete, he submitted that until a passenger was landed the voyage was not completed.

His Worship—The ceremony had been performed by successive Emperors for probably more than four thousand years.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Laté Charnante and Special Skin Tonic and Poultice will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

634.

CORRESPONDENCE.

THE NAVY LEAGUE AND ITS NEGLECTED DUTY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—The statement sent to the Press on behalf of the present majority of the Executive Committee of the Navy League, over the signature of the League's President, is so remarkable a document that we ask your leave to comment upon it.

In the first place, it indicates the final abandonment by the League of its critical function, and the substitution of education as its primary aim.

In the next place, the majority of the Committee definitely range the Navy League on the side of the policy of naval reduction pursued by the present Cabinet; while, as if to prove still further the completeness of their confidence in that Cabinet, they announce their belief that command of the sea is now the first object of national policy."

In spite of the facts that this Cabinet was returned to power pledged to the bill to cut down expenses on both services; that the Prime Minister has repeatedly affirmed his ardent desire to reduce armaments; that 122 members of the present House of Commons specially appealed to him in 1906 to reduce the Navy; that a very large part of the supporters of the present Government entertain ideas so wildly remote from reality as to suppose that arbitration can be substituted for war; and that this very Cabinet has made proposals, at the Hague Conference which involves the restriction of the power that command of the sea confers, and which have made both itself and Britain the laughing-stock of every Chancellor in Europe—the Committee of the Navy League still believe that to attain the command of the sea is the principal object that this Cabinet has in view!

Probably, in the whole of our history, no belief more strikingly at variance with all the evidence of facts was ever held by a body of men to whom some degree of responsibility was supposed to attach. If this were indeed the principal object of the Ministry, what a cry of pique, horror, what a shout of fury and disgust, would go up from the great body of that Ministry supporters!

After this, it is hardly surprising to find that the Committee in effect repudiate their own letter to the Prime Minister of July 11th last, their own letter to the Press of October 19th last, their own official pamphlet of May last, and their own article (for which they had specially acknowledged responsibility) in the current—July—number of the *Navy League Journal*.

In the first of these letters they urgently protested against reduction in the programme of naval construction, affirming that "not three, nor four, but five armoured ships" should be laid down; and in the second (their protest disregarded) they deliberately stated:—"Hence, is the case in a nutshell. Political considerations, implying subservience to the entry of the Navy, have brought about a serious reduction in our first line of defence, a direct incentive to our possible adversaries to push forward their naval preparations."

After this, it is hardly surprising to find that the Committee in effect repudiate their own letter to the Prime Minister of July 11th last, their own letter to the Press of October 19th last, their own official pamphlet of May last, and their own article (for which they had specially acknowledged responsibility) in the current—July—number of the *Navy League Journal*.

It was a case in which Mr. William Smith was sued for Rupees 131.70, being the money due to Government from the defendant for maintenance and extra charges in respect of the late Mrs. Smith, who underwent an operation and was treated in the Paying Ward of the General Hospital.

The defendant admitted the correctness of the account, but denied his liability and pleaded that Mrs. Smith died at the Hospital owing to negligence and unskilled treatment, and so forth. He alleged that, during the operation, Mrs. Smith was scalded by a hot water bottle negligently placed under her body; that the burns were not properly attended to and were concealed to some extent, and that the burns contributed to her death. The defendant, therefore, claimed from the Government in recompence, Rupees 100,000, as damages for both trials and two appeals.

The case had previously occupied the attention of the courts and ultimately judgment was given for defendant for Rupees 10,000 as pecuniary damages, and Rupees 5,000 as a solatium for the loss of his wife, with costs of both trials and two appeals.

At the annual meeting on May 15th, our opponents disavowed all responsibility for the *Navy League Journal*—"the Official Organ of the Navy League," as it had previously been.

They must now disavow all responsibility for this pamphlet, and explain to those whom they give it that nothing therein printed is to be taken seriously. We publicly ask the President of the Navy League, whether the Committee propose to follow this course; and if so, why not?

But even the inconsistency of the Committee's contradictory voices on the subject of the two-power standard fades into comparative insignificance by the side of their self-contradiction in regard to "the organization of the First Line Fleet for instant service." For, hardly a month had elapsed since they sent to the Press advance proofs of their article, above referred to, in which they conclusively showed that the First Line Fleet is NOT organized for instant service. And now they effectually repudiate their previous demonstration.

The present utterance of the Navy League amounts, in short, to the definite denial of the previous utterances which they had launched upon the world. The very conditions which postulate for action have been proved by the facts to exist, and now, in order to avoid this notion, they deny the conditions. Their position is that on the one hand they have shown the country to be endangered, and, on the other, they decline any attempt to render it safe.

Could self-sacrifice and abnegation of duty be more clearly shown?

Since the Committee cling to their office—despite their recent condemnation by the votes of the 100 present at the most representative meeting of the Navy League ever held—their right course now is to declare the League's dissolution, and thus leave free space for the creation of a new organization which shall seek to fulfil the needs of the country and of the Empire.

But whether they follow this course or not, that new organization will be created. We are, Sir, Yours faithfully,

(Signed) HANCOCK F. WYATT.

(Signed) L. GUTHRIE H. HORTON-SMITH.

4, Paper Buildings, Temple, London, E.C.

July 31st, 1907.

FIGHTING IN CELEBES.

TWO COMPANIES OF DUTCH SOLDIERS WIPE OUT.

Two most deplorable incidents happened recently in Celebes, almost in duplicates, and within two days of each other.

A long telegram from the Governor of the Island has confirmed the first intelligence. Two separate detachments of a small Company—one under Lieutenant Matthes and the other combined with a patrol under Lieutenant R. E. Kies—have been fallen upon and murdered in cold blood while moving to and fro in the interior, in the midst of an apparently subdued population.

The first group comprised eleven men, who had been left by Lieutenant Matthes under the command of a native corporal, while he went on with the remainder to seek a certain native chief, who had refused to appear when summoned.

These twelve were attacked and butchered to a man on July 19, while some were bathing and others partaking of breakfast. Lieutenant Matthes, with his bodyguard, six in all, after finding the chief, of whom they were in search, met and joined forces with Lieutenant Kies, who, with fifteen soldiers, were patrolling the district. This group, which had apparently learnt nothing of their comrades' fate, was attacked and butchered to a man on July 20, while they were all rendered helpless, finished them off at

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter to THE MANAGER.

Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 6th Ed. Lieber, P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

NISSON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

TITLE Company's Steamship.

"TAMBA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-DAY.

Goods not cleared by the 11th inst., will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 11th inst., or Claims in connection therewith will not be recognized.

NISSON YUSEN KAISHA, Hongkong, 4th September, 1907. 1453

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, L. NODON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

(a) A representation of two cupids in the act of tying, the one on the left is holding a broom and the one on the right is holding a crown of laurel; beneath the cupids are scattered flowers.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees and Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 4th September, 1907. 1

A GRAND

PROMENADE

CONCERT

WILL BE HELD ON THE

VOLUNTEER PARADE GROUND

On SATURDAY,

the 11th instant at 9.15 P.M.

Tickets \$2, \$1 can be obtained from Messrs.

KELLY & WALSH and from Volunteer Head

Quarters.

Hongkong, 24th September, 1907. 1443

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY

of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM

RED MAHOGANY

WHITE do.

GREY BOX

TALLOW WOOD

BLACK BUTT

WHITE STRANGY BARK

RED do.

TURPENTINE

BLUE GUM

all in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong

sh. Railway Wharf, Canton.

Delivery to be completed at the end of

February 1908. Tenders to be opened in the

Railway Co.'s Head Office, Canton, MONDAY,

the 14th October, 1907 at 2 P.M.

All Sleepers must be accompanied by a

Government Certificate.

All Tenders must be accompanied with

500 dollars.

The right to accept or reject any or all

of the Tenders is reserved.

THE KWONGJUNG MERCANTILE

ADMINISTRATION OF THE

YUET HAN RAILWAY CO., LTD.

Canton, 28th August, 1907. 1418.

IN THE SUPREME COURT OF

HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS of JAMES RITCHIE

WILSON, late of No. 20, Battlefield

Gardens, Glasgow, Scotland, Engineer,

deceased.

NOTICE IS HEREBY GIVEN that His Honour THE CHIEF JUSTICE has in virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the 27th day of October, 1907, as the time for Creditors to send in their Claims against the Estate of the above deceased who died on the 14th day of May, 1907 at No. 2, Battlefield Gardens, Glasgow, Scotland, and Probate of whose Will has been granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 24th day of August, 1907, to WILLIAM ROBERTS one of the Executors appointed by the Will of the said deceased.

The TRADE MARK has been used by the applicant in respect of FIRE-CRACKERS, in Class 20.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned.

Dated this 4th day of September, 1907.

GOLDRING & BARLOW,

Solicitors for the Applicants.

1457 10, Queen's Road Central.

NOTICE IS HEREBY GIVEN that the YEE FOONG LOONG (怡豐隆)

Firm of No. 8, Shin Kee Street, Canton in the

Empire of China have on the 6th day of August, 1907 applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK, viz.:

The words "Lee Qua" printed on a representation of a Pot or Basin with the representation of a Spotted Pig in the act of jumping into the pot or basin in the name of the said YEE FOONG LOONG Firm who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the applicant in respect of the following Goods.

—SILK, BEAVERS, HUMAN HAIR and FEATHERS in CLOTH.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned.

Dated the 4th day of September, 1907.

GOLDRING & BARLOW,

Solicitors for the Applicants.

1459 10, Queen's Road Central.

NOTICE IS HEREBY GIVEN that the COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT. Stores will be open at 8 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

J. W. PARLANCE, Manager.

Hongkong, 18th November, 1901. 47

INTIMATIONS

WANTED.

A Young Man (British) of steady habits, as Harbour Runner and Ship Chandlery Assistant. Apply to—SHIP CHANDLER, Care of "Daily Press" Office, Hongkong, 3rd September, 1907. 1411

NOTICE.

HAVING admitted Mr. GROWTHER SMITH into Partnership the business of the Undersigned will be carried on under the style of "D'ALMADA and SMITH." F. X. D'ALMADA & CASTRO, Solicitor, 32, Queen's Road Central, Hongkong, 2nd September, 1907. 1413

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to MESSRS. ARATOON V. APCAR & CO., in the place and stead of MESSRS. ROAZIO & CO.

Dated the 21st August, 1907.

O Gerentes da Arcoaria

DO BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES.

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.

Hongkong, 13th July, 1907. 1481

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

A1 ABC 5th Ed., Western Union Codets used

All Letters Addressed:

MANAGER MITSU BISHI Co.

with name of place under

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU

SHANGHAI, HONGKONG, & HANKOW.

AGENCIES—

YOKOHAMA : M. ASADA, Esq.

CHINKIANG : Messrs. GEARING & CO.

MANILA : Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takashima,

Ochi, Shinnow, Namazawa and Kami-Yamada

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Bituminous Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any order

or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong.

No. 2, Peader Street.

NOTICE.

PUBLIC COMPANIES

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING

of Shareholders of the above Company

will be held at the Office of the General

MAGNERS on SATURDAY, 14th September,

at 12.30 P.M., for the purpose of receiving the

Report of the Consulting Committee and State-

ment of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 6th to the 14th

September, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Manager.

Hongkong, 2nd September, 1907. 1433

NOTICE.

NOTICE IS HEREBY GIVEN that

Scrip Certificate No. 9, marked WONG,

bearing date the 27th March 1907, for Five

Shares numbered 3145/3450 and registered in

this Company in the name of HO POON-

SHEK of Hongkong has been LOST and if at

the expiration of Two Months from the date

hereof the above document be not forthcoming,

a New Scrip Certificate will be issued to

the said Mr. HO POON-SHEK and thereafter

no other scrip will be acknowledged by this

Company.

Dated the 12th day of August, 1907.

THE TUNG ON FIRE INSURANCE

COMPANY, LIMITED.

1340 Tung Tze Sui, Secretary.

NOTICE.

AACHEN AND MUNICH FIRE IN-

BANKS
THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)
CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP 3,750,000

HEAD OFFICE: TAIWAN, FORMOSA.

BRANCHES AND AGENCIES:
Amyo Kobo Tainan
Anping Nagasaki Tamari
Foothow Osaka Tokio
Keelung Shanghai Yokohama
Swatow

HONGKONG OFFICE:

3, DES VŒUX ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be
on application.D. TOHDOW, Manager.
Hongkong, 5th April, 1907. 842INTERNATIONAL BANKING
CORPORATION.Fiscal Agents of the United States in China,
the Philippines Islands, and the
Republic of Panama.CAPITAL PAID UP Gold \$3,250,000,
about Mex. \$5,900,000RESERVE FUND Gold \$3,250,000,
about Mex. \$5,900,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The transaction transacts every description
of Banking and Exchange business, receives
money in Current Account at the Rate of
2% per annum on Daily balances and accepts
Fixed Deposits at the following rates:For 12 months 4% per cent. per annum.
For 6 " 3% " " "
For 3 " 3% " "No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 24th July, 1907. 1239HONGKONG AND SHANGHAI
BANKING CORPORATION.PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000STERLING \$10,000,000 at 2% = \$10,000,000
SILVER 11,750,000
\$21,750,000

RESERVE LIABILITY OF PROP'TORS 10,000,000

COUNCIL OF DIRECTORS:

Hon. Mr. HENRY KESWICK, Chairman.
A. Finch Esq. R. Sheldin, Esq.
E. Goets, Esq. R. Shewell, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Lomemann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.CHIEF MANAGER:
Hongkong—J. R. M. SMITHMANAGER:
Shanghai—H. E. R. HUNTERLONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of Two per
cent per annum on the daily balance.ON FIXED DEPOSITS:
For 3 months, 3% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.J. R. M. SMITH,
Chief Manager,
Hongkong, 17th August, 1907. 21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is
conducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed at 3%
per cent. per annum.Depositors may transfer at their option
balances \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% Per Cent. per annum.For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH
Chief Manager.

Hongkong, 12th January, 1907. 22

NEDERLANDSCH INDISCHE
HANDELSBANK
NETHERLANDS, INDIA COMMERCIAL BANK

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (Fl. 1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.36 (2176,043)HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.BRANCHES at: Singapore, Sourabaya,
Samarang, Indramajoo, Bandoeng and
Wellevreden.CORRESPONDENTS at: Cheribon, Tegal,
Pecalongan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta,
Bombay, Madras, Colombo, Karachi,
Djedda, Bangkok, Saigon, Shanghai.

BANKERS:

London: THE WILLIAMS DEACONS BANK,
SWISS BANKVERBUND.Paris: COMPTOIR NATIONAL D'ESCOMPTES
PARIS.

Berlin: DEUTSCHE BANK.

Brussels: BANQUE DE PARIS ET DES PAYS
BAS.

Vienna: UNION BANK.

Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues Letters of
Credit payable in all important places of the
World and transacts every description of
Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the Rate of 2% per
annum on the Daily Balance.

On Fixed Deposits: 12 months 4% per annum.

do. 6 " 3% " "

do. 3 " 3% " "

do. 3 " 3% " "

J. HOETHE, Manager.

No. 16, Des Vœux Road, Central

271.

BANKSTHE MELGANTILE BANK OF
INDIA, LIMITED.AUTORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 662,000
RESERVE FUND 170,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the
Daily balance.

ON FIXED DEPOSITS:

For 12 months 4 per cent.

For 6 " 3% " "

For 3 " 2% " "

EVAN OREMSTON,
Manager.

Hongkong, 30th April, 1907. 24

THE ROYAL COMMISSION ON
SHIPPING RINGS.

COLONIAL GOVERNOR TROUNCES THE RINGS.

Commercial Intelligence of July 31st says:

The Royal Commission on Shipping Rings adjourned last week till November 5th next.

Sitting on the 16th inst., under the presidency

of Mr. Arthur Cohen, K.C., the Royal Com-

mission heard further evidence on behalf of

"tramp" shipowners and a vigorous denuncia-

tion of Rings by Sir Walter Egerton, the

Governor of Southern Nigeria. Mr. Genivik

S. Watt, senior partner in the firm of Messrs.

Watt, Watt & Co., of London, Liverpool,

and Glasgow, said that under their management

they had 32 steamers, ranging from 3,000 to

8,400 tons, which were engaged in general trades

all over the world. Personally he had no strong

prejudice against Shipping Rings, but his views

in no sense represented the opinion of the

members of the Chamber of Shipping of the

United Kingdom, who had put him forward

as one who could give evidence on behalf

of "tramp" shipowners. No doubt some mem-

bers of the Chamber had very extreme

views on the matter. There was nothing

in the constitution of Shipping Rings

or Conference which need necessarily cause

injury to British or Colonial trade,

although undoubtedly, when fortified with the

system of deferred rebates, the power for evil

was there. He thought the question whether

the evil had been sufficient to warrant legisla-

tion could be better answered by Chamber of

Commerce than by shipowners. If the rebate

system were abolished there would be many

opportunities for "tramp" owners to tender

successfully for large blocks of rough cargo

and to use the same as a basis for loading on

the berth against the organised lines. There

would also be frequent occasions on which

whole vessels would be chartered outright to

large shippers, and that would operate to the

advantage of the "tramps" for the time being;

but would it be advantageous to the trade of

the United Kingdom at large? He could not

decide that, if any important section of a trade

desired to break away from the conference, they

would make the necessary sacrifices in order to

do so. Conferences were justified in taking all

legitimate means to protect their particular

tides against attack, but there was no doubt that

some of them carried their operations consider-

ably beyond what was necessary for that

purpose. Even without the protection of rebates

the tendency was for most of the thoroughly

developed trades to go more and more into the

hands of the liners, and the "tramps" had to

move on and endeavour to develop fresh trades.

Legislation between one class of shipowners

and another hardly appeared either desirable or

practicable.

The Chairman (Mr. Arthur Cohen, K.C.):

The Ring and the system of deferred rebates

gives shipowners considerable power over

shippers, because there can be no effectual

competition?—Yes.

The Chairman: If this system were a serious

grievance, the shippers would probably forfeit

their rebates, and in that way do away with

the rebate system?—I think so.

In reply to further questions the witness

said that he would not advocate any Govern-

ment interference with the present state of

affairs. If the rebate system was abolished, the

probability was that it would also disappear in

Germany. If the rates were held up in Germany,

they would not get the orders, and their rates

would have to be reduced eventually. The tan-

dency would be to lower the rates.

The Chairman: Do you agree that the system

of deferred rebate enables the conference lines

to charge excessive rates?—It certainly enables

them to charge higher rates than they would be

likely to if there were free competition.

Sir Walter Egerton, the Governor of Nigeria,

who followed Mr. Watt, said that the elimina-

tion of competition was bad for any trade, and must

be prejudicial to the customers of the monopolists.

He had spent 23 years in the Straits Settlements,

and when he first went there Singapore and

Penang were the ports of shipment for a

very large portion of the trade of the Dutch

possessions in the Malay Archipelago. Nearly

the whole of the carrying trade was done by

British ships; the freight was very low, and

"tramp" steamers called frequently.

The establishment of a conference by the chief

shipowners is in the hands of a

Shipbrokers' Ring established in London. In

1884 local traders formed an association, and

chartered vessels for this colony, and consider-

able competition resulted.

Eventually the local association was merged in

the London combination; the profits on chartering

SHIPPING.

ALDENHAM, British str., 4,400, St. John George, 3rd Sept. - Melbourne 10th Aug. via Galang 90th. General - Gibb, Livingstone & Co. CHINCHEN, Chinese str., 1,777, C. Stewart, 4th September - Shanghai 1st September, General - Chinese. DENT, British str., 8,089, C. E. Daniel 4th Sept. - Singapore 31st August. Mails and General - P. & O. S. N. & Co. FUKUJIMA, Japanese str., 1,007, Sakamoto, 3rd September - Manila 29th August. Coal - Mitsui Bussan Kaisha. HAMBURG, German str., 1,004, M. Filler, 4th September - Japan and Shanghai 1st September. General - Hamburg-American Line. HADEN, British str., 638, A. J. Robson, 4th Sept. - Foochow 1st, Amoy 2nd and Swatow 3rd Sept. General - Douglas Lippak & Co. HUTCHINSON, British str., 1,217, F. French, 4th September - Swatow 1st Sept. General - Butterfield & Swire. ISCHIA, Italian str., 4,820, Dini Franchini, 4th Sept. - Bombay and Singapore 20th Aug. General - Cagliari & Co. KUSANNO, MAKU, Japanese str., 3,147, N. Mathison, 4th September - Yokohama 26th Aug. General - Nippon Yusen Kaisha. MANCHURIA, American str., 8,750, J. W. Sanders, 4th September - San Francisco 8th August. Mails and General - Pacific Mail S. S. Co. PERA, British str., 4,916, W. W. Cooke, R.N.R., 4th Sept. - Antwerp and Singapore 20th Aug. General - P. & O. S. N. Co. PHUEN, French str., 1,299, Buisson, 3rd Sept. - Saigon 30th Aug. Rice - Bradley & Co.

POWTHAM, British str., 1,650, W. F. Turner, 3rd September - Salina Cruz 15th July. General - Dodwell & Co. RASADU, German str., 1,189, O. Keil, 4th September - Kohi-chang 26th and Bangkok 28th Aug. General - Butterfield & Swire. SOKA MARI, Japanese str., 1,805, Yamamoto, 4th Sept. - Shanghai 29th Aug. General - Cossai Eloten Kaisha. SUTTLE, British str., 1,755, W. D. Welsh, 4th September - Soirot 1st Sept. General - Jardine Matheson & Co. TAIWA MARI, Japanese str., 2,802, C. U. Butler, 4th September - London 27th July. General - Nippon Yusen Kaisha. TITAN, British str., 3,720, R. Day, 4th Sept. - Manila 1st Sept. General - Butterfield & Swire. WINGSAW, British str., 1,517, Walker, 4th Sept. - Karatsu 28th Aug. Coal - Jardine Matheson & Co. YUNSAM, British str., 1,128, Meyrick, 4th September - Manila 1st Sept. General - Jardine Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

1st September.

Chidli, British str., for Holloway.

Caiqian, Chinese str., for Canton.

Houmin, British str., for Swatow.

Huichow, British str., for Canton.

Macapang, German str., for Shanghai.

Timor, British str., for Saigon.

Thomson, German str., for Holloway.

DEPARTURES

4th September.

ALEIA, German str., for Moji.

BENVENUTO, British str., for Nagasaki.

BINGO MARU, Japanese str., for Singapore.

FORUSIC MARU, Jap. str., for Swatow.

HAILAN, French str., for Hoichow.

INDRAVELI, British str., for Shanghai.

LINAN, British str., for Shanghai.

MANILA, British str., for Yokohama.

VANCOUVER, British str., for Newcastle N.S.W.

YAWATA MARU, Japanese str., for Yokohama.

YUCHOW, British str., for Canton.

SHIPPING REPORTS

The British str. *Hainan* reports: Moderate light wind and due to Swatow, hence fresh wind and high sea.

The Chinese str. *Chingyue* reports: Fresh Northerly wind and moderate seas to Single Island, hence to port strong N.W. wind, heavy rain and much lightning.

VESSELS IN DOCK.

September 4th.

ABERDEEN DOCKS - *Zafiro*. KOWLOON DOCKS - *Hercules*, H.M.S. *Flora*, *Dragon*, H.M.S. *Chloris*, *Cosmopolitan* DOCKS.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson will be despatched for the above Ports TO-DAY. The 1st inst., at 3 P.M.

For Freight or Passage, apply to

DOUGLAS, LAFAIK & Co., General Managers.

Hongkong, 3rd September, 1907. 1442

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"DAPHNE."

Captain E. Schipper, will be despatched for the above Ports VIA Kuchingtan, JAPAN, TO-DAY, the 5th September, at 5 P.M.

For Freight or Passage, apply to

DOUGLAS, LAFAIK & Co., General Managers.

Hongkong, 3rd September, 1907. 1442

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING
MARSEILLES, HAVRE and "TANQUEBAR" On 17th September
COPENHAGEN "INLIEN" On 24th September
YOKOHAMA and KOBE "INLIEN" On 24th September

For Further Particulars, apply to MELCHERS & CO.

Hongkong, 4th September, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

MANILA "YUEN SANG" Friday, 6th Sept., 4 P.M.
SHANGHAI & SWATOW "CHOYSANG" Saturday, 7th Sept., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
Penang " 85. " 250
Calcutta " 165. " 250

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 5th September, 1907.

GENERAL MANAGERS.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

NOTIONS.

1. From Green Island to the Harbour Master. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MARMORA."

Capt. G. H. C. Weston, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 7th September, at NOON, taking passengers and cargo for the above ports in connection with the Company's ss. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on 18th October, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th August, 1907.

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" ... 7th Sept.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" ... 14th Sept.

S.S. "SIKH" ... 5th Oct.

1st Class Passenger accommodation.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 22nd August, 1907. 12361254

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and HAGAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Dini, will be despatched as above on WEDNESDAY, the 11th Sept., at NOON.

At Bombay, the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 30th August, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARESILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE."

Captain Lancelin, will be despatched for MARESILLES, on TUESDAY, the 17th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Armand Béché" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked, for principal places in Europe.

Next sailings will be as follows:

S.S. "AUSTRALIEN" ... 1st Oct.

S.S. "NERA" ... 15th Oct.

S.S. "YARRA" ... 29th Oct.

S.S. "EENEST SIMONS" ... 12th Nov.

S.S. "TONKIN" ... 26th Nov.

S.S. "POLYNESIEN" ... 10th Dec.

G. de CHAMPEAUX, Agent.

Hongkong, 4th September, 1907.

THE RUSSIAN VOLUNTEER FLEET FOR ODESEA.

THE Steamship

"KOSTROMA."

will be ready to load here as above Middle of October.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 30th August, 1907. 1426

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kanate, Kobe and Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers Tons About

"KASATO MARU" ... 6,100 Mid of Oct.

"KATHARINE PARK" ... 5,000 End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.

Hongkong, 3rd September, 1907. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures

stability at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 3rd September, 1907.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELTA	About 5th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PERA, and YOKOHAMA	Capt. C. L. Daniel	Sept.	Only.
LONDON via USUAL PORTS	MATMORA	Neon 7th	See Special of Call.
LONDON and ANTWERP via SINGAPORE	CEYLON, PENANG, COLOMBO, and PORT SAID	About 11th Sept.	Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent		

Hongkong, 5th September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"YOCHOW"	On 7th Sept., 4 P.M.
WEIHAIWEI, CHEFOO and TIENHSIN	"HUICHOW"	On 7th Sept., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAYANS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept., 4 P.M.
MANILA	"TAMING"	On 10th Sept., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 12th Sept., 4 P.M.
SWATOW and SHANGHAI	"KUOKIANG"	On 14th Sept., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 17th Sept., 4 P.M.
CHEFOO and NEWCHIANG	"KWEIYANG"	On 19th Sept., 4 P.M.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.		
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates of all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 5th September, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDERS. 11 days Across the Pacific is the "EMPEROR LINE," Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.
"EMPEROR OF CHINA"	6,000	THURSDAY, 28th Sept.	14th Oct.
"EMPEROR OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	5,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPEROR OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"TARTAR"	4,425	WEDNESDAY, 4th Dec.	28th Dec.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW-PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Line or New York £71.10.

Intermediate on Steamers 240, 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

**NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN"	About Tuesday, 10th Sept.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH"	Wednesday 11th Sept., at Noon
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 12th Sept., at Noon
YOKOHAMA and KOBE	"PRINZ WILHELM"	About Thursday, 18th October.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.**

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th September, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW ("JOSHIN MARU") and AMOY	Capt. H. S. SMITH	SUNDAY, 8th Sept., at 10 A.M.
FOOCHOW via SWATOW ("FRIETHOF") and AMOY	Capt. O. ANDERSON	FRIDAY, 6th Sept., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Midships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch—Office Second Floor, No. 1, Queen's Building.

Hongkong, 5th September, 1907.

T. ARIMA, Manager.

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**SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.**

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and Ice, SHIP'S STORES and PROVISIONS at Moderate Prices.

EXTRA TUG—Duck available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN, YORK BUILDINGS (2220)
Hongkong, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"BUELOW" 8,000 ON MARCH 11TH.

Capt. FORMES.

"PRINZ LUDWIG" 9,630 ON MARCH 25TH.

Capt. von BINZER.

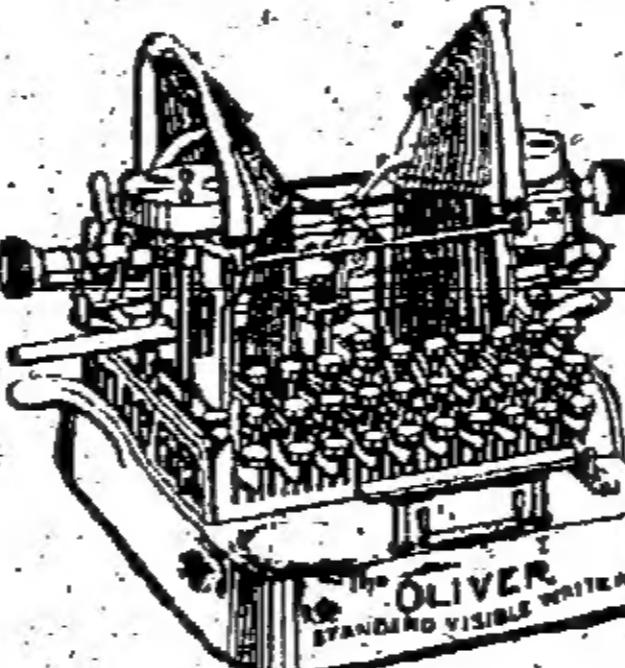
"PRINZESS ALICE" 10,911 ON APRIL 8TH.

Capt. POLACK.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to

MELCHERS & CO., General Agents. 1335
Hongkong, 19th August, 1907.

THE OLIVER TYPEWRITER.

**VISIBILITY.
SIMPLICITY.
DURABILITY.**

UNEQUALLED FOR DUPLICATING, WRITING IN SIGHT,
UNIVERSAL KEYBOARD.TYPEWRITER RIBBONS and supplies for ALL
Machines kept in Stock.

OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

1055

MITSUI BUSSAN KAISHA

MITSUI & CO.
IMPORT EXPORT AND COMMISSION MERCHANTS.HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.
M. KOBAYASHI, Manager.

HEAD OFFICE—1, SHIBURO, TOKYO.

OTHER BRANCHES:
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Sourabaya, Manila, Canton, Swatow, Amoy, Foochow, Tsin-tan, Shanghai, Hankow, Chefoo, Tsin-tsin, Newchwang, Tsin-ting, Ningpo, Soochow, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Miura, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino-ura, Sasebo, Mikaze, Hakodate, Sapporo, Taipeh, Taiwan, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenals; the State Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamanoto and Ida Coal Mines and

SOLE AGENTS for Fujinomata, Hokujo, Hondo, Kanada, Mameda, Ohtsuji, Ohnoura, Sahara, Tsukabura, Yobio, Yonokibara, and other Coals.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver, Tin, Lead and other Metals, Railway Materials, Acids, Camphor, Flour, Cereals, Manure, Rice, Opium, Icingglass, Mushrooms, Sugar, Wax, Vernicelli, Sulphur, Hemp, Beer, Cigarettes, Matches, Paper, Hides, Leather, Belts, Teak & other Timber etc.

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A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P., specially built for SALVAGE PURPOSES equipped with necessary gear, always ready.

Short Notice. 799

A GREGORY APCAR, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD. Agents.

Hongkong, 3rd September, 1907. 1443

T. ARIMA, Manager.

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Hongkong, 31st August, 1907.

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POST OFFICE NOTICE

The *Chin*, sailing on the 7th instant, will not call at Shanghai.

FOR

PER

DATE

JOINT STOCK, SHARE.

Hongkong, September 4th.

SHIPPING IN PORT.

STEAMERS.

Toura and Quinhone			
Shanghai		Thursday, 5th, 9:00 A.M.	
Macao		Thursday, 5th, 11:15 P.M.	
Swatow, Amoy and Foochow		Thursday, 5th, 2:00 P.M.	
Kedung, Shanghai, Kobe, Shimizu, Yokohama, Victoria B.C. and Seattle, Wash.		Thursday, 5th, 3:00 P.M.	
Singapore, Penang and Colombo		Thursday, 5th, 4:00 P.M.	
Kuchingtan, Japan, Salina Cruz and Mexico		Friday, 6th, 9:00 A.M.	
Swatow, Amoy and Foochow		Friday, 6th, 11:00 A.M.	
Kedung, Kuchingtan, Nagasaki, Kobe, Yokohama, Victoria B.C., Vancouver, Tacoma and Seattle		Friday, 6th, 11:00 A.M.	
Shanghai, Moji, Kobe and Yokohama			
Manila, Thursday, Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle			
Macao			
Shanghai, Kobe, Yokohama and Moji			
Kobe and Yokohama			
Manila			
NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO			
Supplementary mail on board up to the time fixed for departure of the mail			
Extra Postage 1 cent			

Ecuador & Co., India via Tuticorin			
Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents			
Supplementary mail on board up to the time fixed for departure of the mail			
Extra Postage 1 cent			
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail			
The Parcel mail will be closed to-morrow, the 6th September, at 5 p.m.			
Macao			
Weihsien, Chefoo and Tientsin			
Swatow and Shanghai			
Swatow and Shantung			
Manila, Zamboanga, Paoi, Durian, Thu, Rajah Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle			
Swatow, Amoy and Tamsui			
Manila, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.			

Registration, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Printed Matter and Samples, 9:00 A.M.

Books and Wharves, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

H. K. & W. Dock, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

New Amy Dock, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Shanghai Dock, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

S. H. & H. Wharf, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Green Island Cement, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Fooshing, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Forestdale, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Frithjof, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Germany, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Indo-China S.N.C., 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Shell Transport Co., 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Star Ferry, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Do, New, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

South China M. Post, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Steamship Companies, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Stokes & Dispensaries, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Campbell, M. & Co., 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Powell & Co., Wm., 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Watson & Co., A. S., 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

United Asbestos, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Do, Founders, 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

Union Waterboat Co., 9:00 A.M. (Registration, with late fee of 10 cents, up to 9:45 A.M.)

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